South Florida Express

The FAASTeam Newsletter

January/February/March, 2010

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The FAASTeam Mission Statement

Our Mission *is to*

" Improve the nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation environment."

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**********Inside This Issue**********

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**********FAA Awards Programs**********

We have updated our awards process which has increased our output efficiency and decreased the time frame for issuance of awards. However, without your participation and timely submission of awards applications we cannot recognize you and your employee's accomplishments. Remember to review AC 61-91 and include all required supportive documentation when submitting an award application.

*****Wings Awards*****

For some time you've heard us speaking about the ***Pilot Proficiency – Wings Program***. If you have visited **FAASAFETY.GOV** lately, you have no doubt noticed the link to this area. If you haven't been on **FAASAFETY.GOV** please take the time now to logon and begin learning about the Wings Program. Please continue to monitor www.faasafety.gov for a seminar in your area.
In addition to maintaining a heightened safety awareness, you may be eligible for an insurance discount from your insurance provider for participating in the ***Wings Safety Program.***

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www.faasafety.gov

The 'Wings Program'

As you all have probably heard the Wings Pilot Proficiency Program is now on line through FAASafety.gov. This article will first explain the concept of the program. Unlike the old "Wings Program", there are now only three phases; "Basic", "Advanced," and "Master. The program is a web-based program designed to provide training and an opportunity for pilots to demonstrate their proficiency. The system also tracks the progress of participating pilots.

The most significant incentive to participating pilots is the added level of safety and professionalism attained through consistent recurrent training. Consistent recurrent training has been identified as the major factor in the difference in accident rates between air carrier and corporate operations, and general aviation flying. Additionally, one of the benefits of participating in the Pilot Proficiency Program is that it counts as a flight review. Pilots participating in the program to at least the Basic phase need not accomplish the flight review requirements of 14 CFR part 61 ... in accordance with 61.56 (e). Since activity is tracked on FAASafety.gov a record of your flight review will always be available, and the system will advise a pilot when they need to complete training. In this way, they will always be operating with a current flight review. Note that a pilot can still complete the requirements for a flight review with an authorized instructor. Participation in the Wings program is voluntary. There have been no regulatory changes with regard to the Wings program. The specific targets of the Pilot Proficiency Program are flight maneuvers and knowledge areas that have consistently shown-up as causal factors in aircraft accidents. Pilots who participate in the process as designed will be completing the requirements

for a flight review on an annual basis, but a flight review is still in effect for 24 months. One additional point, the Basic Phase of the Wings program ***must be completed*** before it qualifies as a flight review. Enrolling in or participating in the program does not qualify ***until the requirements for the Phase have been met and validated.*** Pilots are encouraged to complete the requirements for a **BASIC** phase over a 12-month period, thereby maintaining skills in all seasons of the year! Flying with a flight instructor through out the year also helps to spot weaknesses and areas for improvement. All Airmen can earn all three phases regardless of their pilot certificate, but please note that some aircraft, such as a Light Sport Aircraft, may not qualify for some activities at the Master level

The intent of the Wings program is to help you construct an educational curriculum suitable for your unique flight requirements. The FAA could have linked the program to Airman Records and as soon as you signed-on, moved all your qualifications onto the tracking page. That would not be accurate, however. You might be an Airline Transport Pilot flying a Boeing 777 for a major airline, and in that case, the air carrier is responsible for your training and proficiency. However, you might also fly a light general aviation aircraft at the private pilot or sport pilot level. You are responsible for maintaining your own proficiency for that flying. Using the Wings program, you can create a unique curriculum just for you.

For example, a private balloon pilot does not want to see all the accredited activities for airplanes and helicopters so he/she would select “Balloon” in the aircraft categories and classes and then Private in the certificate..

Or an ATP multiengine land pilot with Commercial airplane single engine land & helicopter ratings may want to see activities associated with all of his/her ratings or may feel that he will only be flying single engine land aircraft for most of his WINGS - Pilot Proficiency Program flights. If the latter were true, he would choose "Airplane Single Engine". Do not worry too much because you can always adjust your profile. Remember that you select the level of proficiency, which you wish to maintain, as with any computer system **SAVE your changes**. Once you have entered your profile, you will be ready to start building your curriculum.

In the future, there are plans to add additional functionality to the program. Soon you will be able to see what kinds of incidents and accidents are happening to pilots that match your profile, allowing you to more closely target those areas in your WINGS - Pilot Proficiency Program training. Addressing, understanding, and mitigating many of the common problems you might share with others will make you a much safer pilot.

Remember, there are three Phases, BASIC, ADVANCED, and MASTER, and there are two TRACKS, Knowledge, and Flight. You must complete all six requirements in each Phase to earn that phase. Remember that you must complete the Basic Phase before you can earn the other phases, but you can accomplish any of the eighteen requirements in any order.

The program has Core Subjects and Elective Subjects in each phase. The difference is that the FAASTeam has selected what pilots will accomplish for the Core Subjects. The Elective Subjects provides the pilot and his or her CFI areas that they wish to work at. Any Elective Subject will fill any lower requirement until that lower requirement is completed. For example, if a pilot has completed an Advanced Elective Subject, but not a Basic Elective, that Advanced Elective will substitute for the Basic Elective until one is completed. The completed requirements are only valid for 12 months. The Wings Program will store your credits for two years.

There are several important points to remember. First, the pilot determines the level of proficiency that he or she wishes to maintain. Second, when the pilot completes and validates the Basic Phase, the system updates the Bi Annual Flight Review. Third, the pilot selects the courses and they type of flying that he is doing. Fourth, this is an on going program. This is a recurrent program for the pilots.

The first step toward participating in the “Wings Program” is to enroll in FAASafety.gov.

The only way to register for Wings Program credits is through the www.faasafety.gov website. Course credits that go towards your Wings Program Awards program will only be applied to you if you are registered on the website, register for the specific seminar on the website and actually attend the seminar. It won’t be enough to just attend a class. If you have not registered online first you will not get credit for that class. You will also no longer receive an email reminding you of the seminar.

It’s easy to register…..

Once you are registered in the system, it is designed to help each pilot construct an educational curriculum suitable for his or her unique flight requirements. Writing a profile of yourself using the *Pilot Proficiency Program Pilot Profile* will help tailor your educational needs to your skills and goals. With over 300 courses and syllabi to choose from and additional ones added monthly, your Pilot Profile will allow the system to help you choose appropriate courses. After registering

online for each seminar and then attending the seminar (you must do both), points for each seminar attended will accrue until you have enough to attain one of the three new *Wings Program* Phases.
Take a look at the ***Wings Program*** portion of the www.faasafety.gov website. **Get registered *NOW*.** A whole new world of educational information will be opened to you!

Have You Registered Yet?
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Okay…..How DO I Register??
Go to**…..FAASafety.gov**

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Do You Need Contact Information For Your FAASTeam Program Manager or FAASTeam Representative?

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1. Go to faasafety.gov. and sign in.
2. Click on FAASTeam Directory, left side of the page.
3. Click on View All Directory Information.
4. Click on Region, click on your FSDO or region from the drop down box
5. Click on GO.
The system will display all of the FAASTeam folks sponsored by the office you selected.
6. Select the Program Manager or Representative that you need to contact. By clicking on his/her name that person's information will be displayed.

www.faasafety.gov
Should be your home page for AVIATION!!!
Providing Links to:

- Notification and registration for area **SAFETY SEMINARS**
- The **WINGS** program
- Information on **TFRs; WEATHER; SUAs; ADIZ;**
- **SPAN** (safety program airman notification)
- **Online Safety Courses** on Many Topics
- Pilot and Aircraft **DATA BASES**

For more info contact your local FAASTeam Reps Or FAASTeam Manager, Philip Daspit (954) 641-6224

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THE GENERAL AVIATION AWARDS PROGRAMS

Each year for more than four decades, the General Aviation Awards program has recognized a small group of aviation professionals for their contributions to aviation education and flight safety.

This awards program is a cooperative effort between the Federal Aviation Administration (FAA) and more than a dozen industry sponsors. The program's goal is to identify individuals on the local, regional, and national levels as Certificated Flight Instructor (CFI) of the Year, Aviation Maintenance Technician (AMT) of the Year, Avionics Technician of the Year, and FAA Safety Team Representative of the Year. Previously, this award was the Aviation Safety Counselor (ASC) of the Year.

The selection process begins with local FAA Safety Team Managers (FPMs) at Flight Standards District Offices (FSDOs) and then moves on to the eight regional FAA offices. Panels of aviation professionals from within those four fields then select national winners from the pool of regional winners.

In each of the past five years, the FAA Administrator has presented the national awards in July during a "Theater in the Woods" program at EAA AirVenture in Oshkosh, Wisconsin. Included in the prize package for all four national winners is an all expense paid trip to AirVenture for the recipient and a guest to attend the awards presentation.

"These annual awards highlight the important role played by these individuals in promoting aviation education and flight safety," said JoAnn Hill, General Aviation Awards Committee chairperson. "The awards program sponsors are pleased that these outstanding aviation professionals will receive the recognition they so richly deserve before their peers in Oshkosh."

The program's executive committee includes the Aircraft Electronics Ass'n (AEA), the Federal Aviation Administration (FAA) and the National Ass'n of Flight Instructors (NAFI). Additional support and sponsorship are provided by the Aeronautical Repair Station Ass'n (ARSA), the Aircraft Owners and Pilots Ass'n (AOPA), the Aircraft Maintenance Technology Society (AMT Society), the Experimental Aircraft Ass'n (EAA), the General Aviation Manufacturers Ass'n (GAMA), the Helicopter Ass'n International (HAI), the National Air Transportation Ass'n (NATA), the National Ass'n of State Aviation Officials (NASAO), the National Business Aviation Ass'n (NBAA), the Professional Aviation Maintenance Ass'n (PAMA), and Women in Aviation International (WAI).

Additional information about the General Aviation Awards Program is available by calling **303-485-8136**. The application package as a fill-in-the-blanks PDF is available on the websites of sponsoring organizations.

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GA Awards Committee
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AMT Awards

Effective June 30, 2009 we finally have the new revision to our AMT awards program available. This new revision is explained in Advisory Circular 65-25E which is also effective June 30, 2009. There are some fairly significant changes in this program which change the awards available and the criteria for each. I will hopefully explain these changes as they do in fact permeate each aspect of the program. However, the one thing about this program that remains the same is the purpose. The purpose of this program still remains “To increase safety in the aviation industry by promoting education and training”. Let’s begin by looking at the program as a whole.

One of the biggest changes this year is the fact that the entire program is being managed through our web site www.faasafety.gov under the tab labeled “Maintenance Hangar”. Everyone who wishes to participate in the program must register on the website to include the companies. Yes, your company needs to be registered and each of your employees must also be registered. The employees must be registered to get their credit for the training they have completed and the company must register to get credit for what their employees have done, and yes, everyone must have an email address for this to work.

The first question that comes up is “Who is eligible?” That is easy to answer. If we look at AC 65-25E we see that the first individual who would be eligible is an FAA certified mechanic or repairman who is certificated under part 65 of the FARs and is working on aircraft that working on aircraft or component parts for 14 CFR parts 91, 121, 125, 127, 129, 133, 135, 137, 141, or 145 entities. The second group that is eligible would be noncertificated maintenance technicians employed by a part 121/135 air carrier or a part 145 repair station and working on aircraft or component parts. The third group that is eligible would be students in an FAA-certificated part 147 Aviation Maintenance Technician School who are maintaining a course average grade of “C” or better. For this group the training used to qualify for the award must be outside their course of study. Classes taken to complete the requirements for graduation are not eligible for credit in this program. The fourth and final group that is eligible would be apprentice mechanics working full time or part time performing aircraft maintenance under FAA-certificated mechanics or repairmen who are also eligible to receive awards. Now that we know what individuals are eligible let’s look at what the requirements are for them to receive each level of recognition.

One of the major changes in this revision is that we have reduced the program to three phases. The first phase is the Bronze Award. To achieve this award the individual must complete a minimum of 12 hours of creditable aviation maintenance training. The second level or phase of the program is the Silver Award. To achieve this award the individual must complete a minimum of 40 hours of creditable aviation maintenance training. The third and final phase is the Gold Award. To achieve this award the individual must complete a minimum of 80 hours of eligible aviation maintenance training plus satisfactorily complete a college level course of three credit hours or 40 classroom hours in Mathematics, English, Science, Aviation Safety, Human Factors, Management, Quality Control, or similar aviation career related courses.

Now, we have left the company awards pretty much alone other than the fact that you must register as a company through the website. In addition to this there are two basic requirements for an employer. The first requirement is that they are involved full time in the business of maintaining or repairing aircraft and component parts and appliances, thereof. The

second requirement is that they employee at least three aviation maintenance technicians. Once they meet these requirements we have two levels of awards to honor the company for their participation. The first award is the AMT Gold Award of Excellence and this is for companies who have at least 50% of their eligible employees receiving awards. The other award is the AMT Diamond Award of Excellence and this is for companies who have 100% of their eligible employees receiving awards.

This is only a nutshell explanation of the new AMT Awards program. If you have any further questions please read Advisory Circular 65-25E or call your local FAASTeam office to find out more. You can feel free to contact me at 954-641-6226 or on my cell at 305-613-9352. You can also reach me by email at barry.g.byrd@faa.gov. In addition you could also contact either Randy Williams or Phil Daspit as well.

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Wright Brothers
"Master Pilot Award"
Special Recognition for Pilots

The FAA has a program set forth to recognize those pilots who have 50 or more consecutive years of safe flight operations.

…The Wright Brothers ' Master Pilot Award'
The Wright Brothers Master Pilot Award recognizes pilots who have contributed to building and maintaining the safest aviation system in the world through participating and promoting safe flight for 50 consecutive years or more. The award is named in honor of Wilbur
and Orville Wright, two early pioneers of flight. The award will be in the form of an FAA award certificate and lapel pin. In addition, a smaller version of the pin will be awarded to the spouse, if appropriate. The award certificate will be signed by the FAA Administrator. A 'Roll of Honor' book with recipients' name, city, and state will be kept in a prominent place in the FAA Washington, D.C. headquarters building and will be published at http://FAASafety.gov.

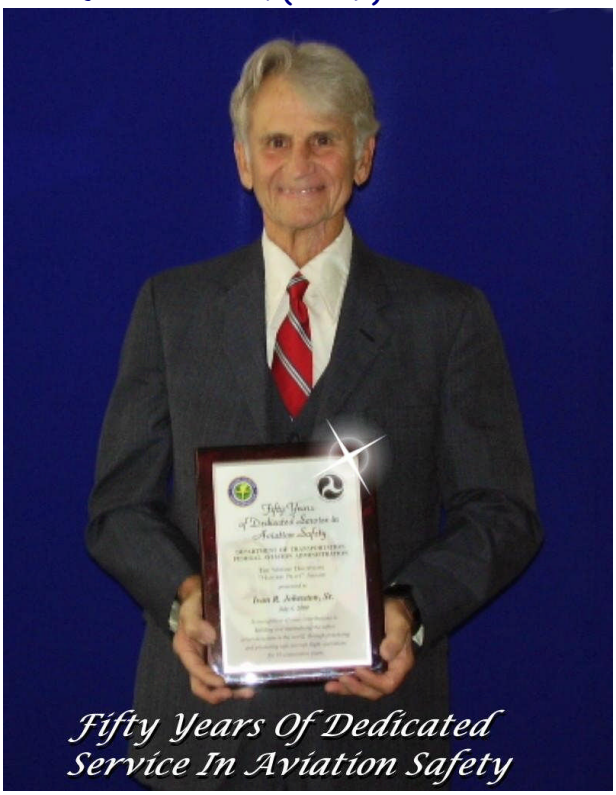
A. To be eligible for the Wright Brothers Master Pilot Award, candidates must:
(1) Have 50 years of US piloting experience. The effective start date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.
(2) Have held a CAA/FAA pilot certificate with:
50 consecutive years or more civil experience, or up to 20 years of which may be military experience in combination with civil experience, to total 50 consecutive years.
(3) Have been a U.S. citizen or Permanent Resident for the 50 consecutive years; however, consideration for exceptions may be given on a case-by-case basis.
B. Revocation of any airman certificate will disqualify a nominee for this award.
C. Prior accident history will be reviewed and considered on a case-by-case basis
D. Prior enforcement actions (excluding revocation) are not necessarily disqualifying but will be reviewed on a case-by-case basis.
E. The award may be presented to a nominee up to 2 years posthumously if the nominee has acquired 50 years of piloting experience prior to passing away.
SUBMISSION: To be eligible for the Wright Brothers MPA, the applicant, or anyone on behalf of the applicant must submit a Wright Brothers Master Pilot Award Nomination Package to their local FSDO or FAASafety Team Program Manager. The Master Pilot Award Information Guide may be obtained from www.faasafety.gov.

Contact Philip Daspit at: 954-641-6224
or
phil.daspit@faa.gov

Ivan Johnston Sr.
2009 Wright Brothers
'Master Pilot Award' Recipient

"As I looked back on the past 50 years I realized that the most wonderful thing about aviation was the people . . . and the most horrible thing about aviation was the people . . Not the same people mind you . . ."

Ivan Johnston Sr. (2009)



These remarks were made by Mr. Ivan R. Johnston of Virginia Gardens, FL on September 29, 2009 when he received the Federal Aviation Administration's "Wright Brothers Master Pilot Award" for over 50 years as an aviator. Mr. Johnston was given the Wright Brothers award at the FAA's South Florida Flight Standards Office's Miami facility. This award recognizes pilots who have contributed and maintained safe flight operations for 50 or more consecutive years of piloting an aircraft.

Mr. Johnston graduated from The Ohio State University in 1957. He received his commission as a Navel Ensign through the Naval Reserve Officer's Training Corp. Following his graduation, he went on active duty at Naval Air Training NAAS Pensacola, FL. On June 30, 1958, he completed his first solo fight in the T-34B. Following his graduation from flight school, he was assigned to Iwakuni, Japan. During this time he served in many capacities. Some of which were Special Weapons Officer, Aircraft Launch and Recovery Officer, and he coordinated the Navy's Weight and Balance with the Shin Meiwa Aircraft Factory in Kobe Japan. Between 1960 and 1963, Mr. Johnston was a Patrol Plane Commander operating in the Yellow Sea during the Cold War. Some of his duties were coordinating a crew for Anti-Submarine Warfare, Mine Laying and Shipping Surveillance. From 1963 to 1966, he was assigned to Navy Training Command at Sherman Field in Pensacola, Fl. At this time he was the Airborne Flight Safety Officer. While in this capacity, he implemented rules for the traffic patter. He received an Aviation Safety Award for this.

Mr. Johnston began his civilian aviation carrier in 1966, when he was hired by Pan Am. During his civilian career, he has flown in the Pacific Rim, Europe, South America, and the Mid East. He was a member of the Air Lines Pilot's Association Executive Committee where he worked to improve the crew standards and professional training. From 1991 to 1995, he established an Agricultural Operation in Eastern Washington. After that time, he returned to the air carrier world as the Director of Training for Av Atlantic. Of his many duties, he was the Manager of Flight Standards, and insuring the staffing of pilots. While at Av Atlantic, he also filled in other positions as needed. Some of which were the duties of the Chief Pilot, Director of Operations, and he even did some scheduling. From March 1997 to July 1998, he was an instructor at Pan Am International Flight Academy and he worked as a ferry pilot. From July 1998, he has been a senior simulator instructor for Atlas Air.

Mr. Johnston has been involved in various activities. He is a Patron, national Aviation Hall of Fame, Dayton, OH., member of Ducks Unlimited, Alumni Association, The Ohio State University, Naval Aviation Museum Foundation, American Cancer Society, Clippers Pioneers, (Retired Pan AM Captains), Contributing parent of DARE, Support, Civilian Search and Rescue Programs and a member of AOPA.

U.S. Department of Homeland Security and the Advance Passenger Information System (eAPIS)

Don't forget that the U.S. Department of Homeland Security (DHS) recently announced additional measures designed to strengthen private aircraft security. New Advance Passenger Information System (eAPIS) submission requirements for Part 91 operators will require more detailed information on arriving and departing aircraft, information on crew and passenger on board, information on the operator and aircraft owner.

Where can I get more information?

The information on the final rule under 19 CFR Part 122, was published in the **Federal Register** dated November 18, 2008. Customs and Border Protection has developed a component with eAPIS to assist private flyers with the requirements of the final rule for private aircraft https://eapis.cbp.dhs.gov . The eAPIS web site provides pilots with all of the details necessary for compliance with the rule. AOPA also has an online tutorial explaining in detail the ins-and-outs of eAPIS with any possible difficulties you may encounter with the program.

For more information, go to the CBP website http://cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/private_aircraft.xml

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FAA SAFETY TEAM TIP

Runway Safety Tip
Notice Number: NOTC1653

Here's a "heads-up" when using an airport with runways 2/20 or 13/31. Each of these runway designators make it easy to transpose the numbers for the runway and land or depart from the wrong end.

Your heading indicator can be a big help when landing or departing from an airport with multiple runways that are oriented in different directions. While on final approach, or when you taxi into position on the departure runway, check your heading to be sure it matches the alignment of the proper runway. This can also help confirm you're looking at the correct airport when landing.

More information about Runway Safety can be found at http://www.faa.gov/airports_airtraffic/airports/runway_safety/. You can call or email Runway Safety suggestions or comments to Michael Lenz at michael.lenz@faa.gov or 202-267-7949.

Safety Brief

Adopt The SLOP

Capt. Richard Terrelonge CFI-IA
Flight Operations 355th Squadron
FAA Safety Team Representative
June 9, 2009

The Strategic Lateral Offset Procedure is increasingly being used to protect us from collision hazards that lurk along the magenta line. The strategic Lateral Offset Procedure, SLOP, calls for pilots to deviate 1nm to 2nm to the right of course. This will provide 1nm to 4nm separation from traffic with the highest closing rates. SLOP may also provide some relief from wake turbulence left by larger aircraft at slightly higher altitudes.

SLOP must not be used on domestic IFR flight plans and should not be used near dangerous terrain or obstacles or when receiving radar separation from traffic. It is increasingly being used on trans oceanic flights when out of radar contact. With the advent of GPS and WAAS it is now possible to navigate to an accuracy within a few feet of a track, or a waypoint or a destination. Inaccuracies that are a part of older methods of navigation such as pilotage, dead reckoning, NDB and VOR provided an extra margin of safety from the unfortunate contact with other aircraft. aids such as VORs, and NDBs. You and other pilots may be converging on those fixes with unprecedented WAAS accuracy. Popular intersections need to be treated with great caution for the same reason. Here in South Florida intersections such as WINCO, MNATE, SKIPS and HEDLEY should be SLOPed if you are not on an IFR flight plan.

What a wonderful tool the GPS is for easing pilot workload, improving safety and helping to maintain situational awareness, but as with any new technology it may present new challenges. One of those challenges is the need for SLOP.

Aircraft Weight & Balance: *Do we have to calculate it for every Flight?*

It's surprising how often this debate comes up. Surprising because from day 1 we learn the acronym "ARROW" to describe the documents required to be in the airplane during flight. The "W" represents current Weight and Balance and Center of Gravity (CG) data.

Just this week, I was asked to conduct a check-out for a pilot in one of our training aircraft. For the sake of anonymity we'll call him "Pilot Bob". When Bob was ready to go, we discussed how the check-out would be conducted, where we were going, and who would be acting as PIC. Just prior to leaving, I asked Pilot Bob if he had completed a weight and balance for our flight today. To my surprise, his response was, and I quote: "We don't need one, it's in the Pilot's Operating Handbook (POH), and the FAA doesn't require one for every flight". Yikes! This was going to be an interesting day.

It's interesting to note that Pilot Bob has a log book filled with thousands of hours, flies jets for a living, and last but not least, he's a Flight Instructor.

I went over to the nearest PC and entered our passenger, fuel and baggage weights. Within 20 seconds, I had a current printout showing that we were under max gross weight and well within the CG range. Bob was not impressed.

So, are we required by the FARs to calculate a weight and CG for every flight? And, does the weight and balance information located in the Pilot's Operating Handbook satisfy the requirement for having a current weight and balance on-board? The answer to both questions is No. This seems to be a contradiction, but according to the FARs, these two documents serve different purposes.

While there are no specified requirements for the Pilot in Command (PIC) operating under 14 CFR Part 91 to conduct weight and balance calculations prior to each flight, 14 CFR 91.9 requires the PIC to comply with the operating limits prescribed by the manufacturer.

The FARs notwithstanding, let's agree that calculating an aircraft's weight and CG accurately makes good sense, and is essential for safety of flight. No different than checking the oil before each flight. Excessive weight and/or a CG out of range reduces the flight performance in almost every respect. To name a few of the more important factors, an overloaded aircraft will experience:

Higher takeoff speed	**Reduced maneuverability**
Longer takeoff run	**Higher stalling speed**
Reduced rate and angle of climb	**Higher approach and landing speed**
Lower maximum altitude	**Longer landing roll**
Shorter range	**Excessive weight on the nose or tail wheel**
Reduced cruising speed	

Unless we "do the math", how else are we going to know we are complying with the certification and performance limits established for the aircraft? Limits such as CG ranges, Maximum Takeoff Weight, and required runway lengths are reduced to mere guess work if they were not calculated in advance of the flight.
While owning a V35 Bonanza for years, I performed the necessary calculations for my most common loading scenarios *in advance,* and I kept these in the airplane. Therefore, I didn't have to calculate a *new* weight and balance each time I stepped into the airplane. I knew, and more importantly, I could demonstrate that we were within the prescribed operating limitations ***on every flight***. If my "canned" weight and balance forms didn't cover the loading requirements for a particular trip, I would get out my trusty Sporty's calculator and come up with a unique weight and balance for that particular trip. I hated telling my mother-in-law she had to stay behind on that trip to North Carolina because she put us over max gross weight.

So, was Pilot Bob right about not being required to calculate a current weight and balance for our check-out flight? As the saying goes, he was "dead" right. Not knowing my weight, baggage weight, and the current fuel load, he had no way to be sure if we were within the operating limitations. To depart without knowing would have been a guess. We *may* have been in compliance with FAR 14 CFR 91.9. Who knows? And most importantly, safety of flight was in question. Not good, Bob.

By answering the first question, we now understand why the weight and balance information in the POH will not satisfy the requirement specified by 14 CFR 91.9. This data is used during the aircraft certification process, and provides us with a starting point to calculate our loading CG and weight scenarios. This Section of the POH tells us our Basic Empty Weight, initial CG and important Arm data. It is also referenced in 14 CFR Part 43, requiring our maintenance personnel to update this information after any major modifications take place to the aircraft. Advisory Circular 43.13-1 issued by the FAA requires that these initial weight and CG calculations be accurate to within one pound or less for an aircraft whose Basic Empty Weight is less than 5,000 pounds. That's 99.98%!.

So make it a habit, like sumping the tanks, or checking the oil prior to each and every flight. Know for certain that you're within operating limitations. If you own your own airplane, or fly the same aircraft on a regular basis, create canned weight and CG scenarios for your most common loading configurations. And if your mother-in-law decides she'd like to come along, just do the math.

Al Russo is a CFII who lives and works in Naples, Florida. He is a Cirrus Instructor, and holds Advanced Ground and Instrument Ground Instructor Certifications. He currently works for RexAir Flight & Maintenance Center located at the Naples Municipal Airport.

*****What's Happening At Local Airports*****

NORTH COUNTY GENERAL AVIATION AIRPORT (F45)

At North County Airport, the Department of Airports has completed a relocation of the windsock for Runway 8R to the intersection of Runways 8R/26L and Runway 13/31. The relocated windsock is more easily seen by pilots using both runways and a segmented circle has been added to provide better indicators of non-standard traffic patterns in use at the Airport.

The Department is currently construction eleven (11) large corporate storage hangars in response to recent demand for larger hangars. The hangars are scheduled for completion in summer 2010. Upon completion, the Airport will have over 200 hangars and shade ports.

PALM BEACH COUNTY GLADES AIRPORT (PHK)

The Department of Airports has recently completed the construction of ten (10) t-hangars damaged by recent hurricanes. The hangars filled up fast and with several persons on a waiting list, the Department is considering building additional hangars in the future.

Also damaged by recent hurricanes, the Terminal and main hangar at the airport were recently rebuilt and adds ample space for FBO manager, pilots lounge and even future office space. The new Terminal, which houses the FBO, opened in early October and replaced temporary facilities.

PALM BEACH COUNTY PARK AIRPORT (LNA)

At Park Airport, the Department of Airports has completed several safety-related upgrades to the Airport. This summer, 59 airfield guidance and location signs were added to provide better guidance and surface maneuvering for pilots. This is a much needed upgrade as the Airport has three (3) active runways with multiple intersections. The Department has also renovated the existing airfield lighting vault adding two new airfield regulators, which control the airfield lighting, and an emergency generator.

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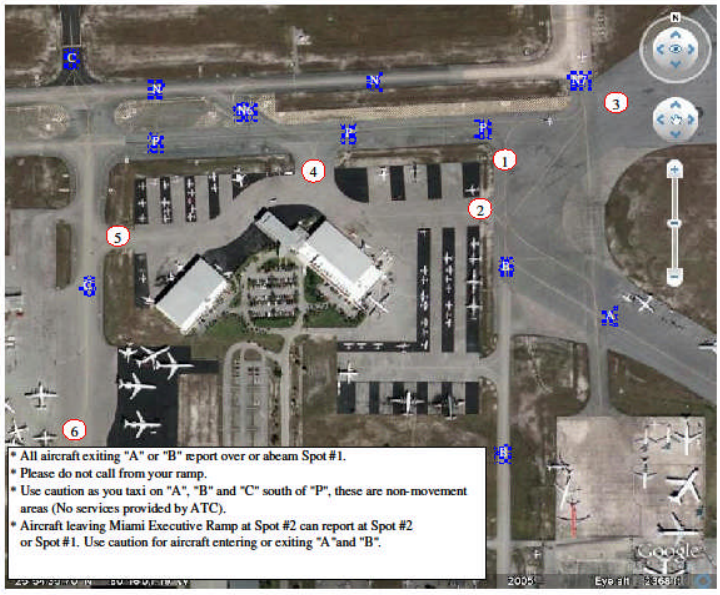
(561) 471-7413

OPA LOCKA AIRPORT (OPF)

Gary Barton, Executive Tower Manager at Opa Locka Airport has created a tower website, www.opfatctower.com, to enhance the communication between the tower and the pilots.

Opa-locka Executive SPOT numbers 11/27/2009



Prepared by Gary Barton / Tower Manager

In addition, ***SPOT NUMBERS*** have been created on the east side of the airport. The purpose of these numbers is to assist the controllers getting an aircraft's position before taxiing. The controllers are still in the ***Temporary Tower*** and are unable to see the aircraft in this area. See attached diagram. This diagram is on the website. The SPOT NUMBERS are on the edge of a non-movement / movement area.

Gary Barton
Opa-locka Executive Tower Manager
786.413.0269

www.opfatctower.com

Naples Airport (APF)

The City of Naples Airport Authority is putting the finishing touches on the General Aviation Terminal Renovation Project. The renovated terminal will include a "build out" on either end of the current building, with many updated features, fixtures and functions for our customers. Staff should be settled in the facility December 21st and an Open House is planned for mid-January. With the new renovation project complete, we will truly be "The Best Little Airport in the Country" and…we've only started!

Karen Tullo
Executive Assistant
Naples Airport Authority

Palm Beach International Airport

PBI RUNWAY DESIGNATION CHANGE

Effective December 17, 2009

PBI RUNWAY DESIGNATIONS WILL CHANGE TO:

Current: 9L/27R	NEW : 10L/28R
Current : 13/31	NEW: 14/32
Current : 9R/27L	NEW : 10R/28L

Please check NOTAM's for additional information and upcoming runway closures.

The FAA publication will reflect this change effective December 17, 2009.

If you have any questions regarding this change, please contact Department of Airports at 561-471-7420.